

## ROUTE 40 CORRIDOR 20 - YEAR TRANSPORTATION PLAN

# 20-Year Plan Overview

- In June 2000, a 20-Year Transportation Plan for the Route 40 Corridor was adopted by a Steering Committee made up of area residents, civic leaders, business people and elected officials.
- Transportation improvements to School Bell Road were recommended in Phase II of that Plan and have been advanced to address existing transportation concerns.





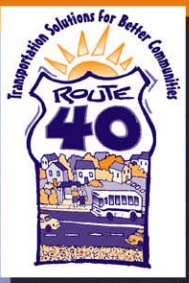
## **ROUTE 40 CORRIDOR 20 - YEAR TRANSPORTATION PLAN**

# **School Bell Road**

## **Purpose of the Workshop**

- The purpose of this workshop is to present the preferred design alternative that was chosen based on input from the first public workshop in March.
- The proposed improvements displayed tonight have been developed into preliminary construction plans. Based on comments received tonight, the preferred alternative will continue through final design.





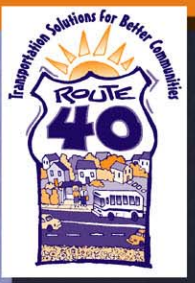
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# School Bell Road

## Existing Conditions

- The limits of the project are the SR 1 overpass on the northwest and the US 40 intersection on the southeast.
- The following conditions have been observed and/or measured along School Bell Road:
  - No shoulders along the bulk of the roadway
  - Four curves
  - Twenty-one reported accidents over a three and a half year study period (May 1999 through Dec. 2002), including nine injuries and two fatalities
  - No pedestrian or bicycle accommodations
  - Drainage ditches immediately adjacent to the pavement at some locations
  - Utility poles closer to the pavement than desirable
  - Acute angle at the US 40 intersection



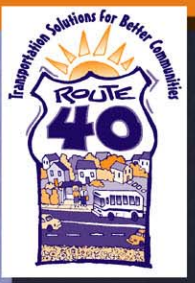


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# School Bell Road Workshop Survey Summary

- A review of the verbal and written survey responses from the March workshop demonstrated the following:
  - The top three priorities for transportation issues were ranked as follows:
    1. Sharp Curves
    2. Safety
    3. Speeding
  - 82% of the respondents preferred the reconstruction with newly aligned curves along the west end.
  - The survey responses were not conclusive for the east end alternative; however, the following issues were addressed in design:
    1. Reduce number of new curves
    2. Minimize property impacts/save restaurant
    3. Improved signal/pedestrian access at US 40
  - Drainage issues at Jamestowne/Whethersfield





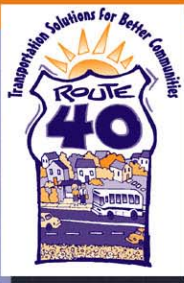
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## **Proposed Improvements**

- To address issues brought up during the first workshop, the preferred alternative will incorporate the following:
  - Reconstruction of School Bell Road with newly aligned curves
  - Widening to provide shoulders/bike lanes
  - Curbs and sidewalks
  - New drainage system
  - Realigning School Bell Road at US 40
  - Improved pedestrian access at US 40
- The project is currently funded for fiscal year 2005.
- Construction could potentially start in summer 2005.





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### School Bell Road Typical Sections

